

SR 400 Express Lanes

A Major Mobility Project — P.I. Number: 0001757

Frequently Asked Questions

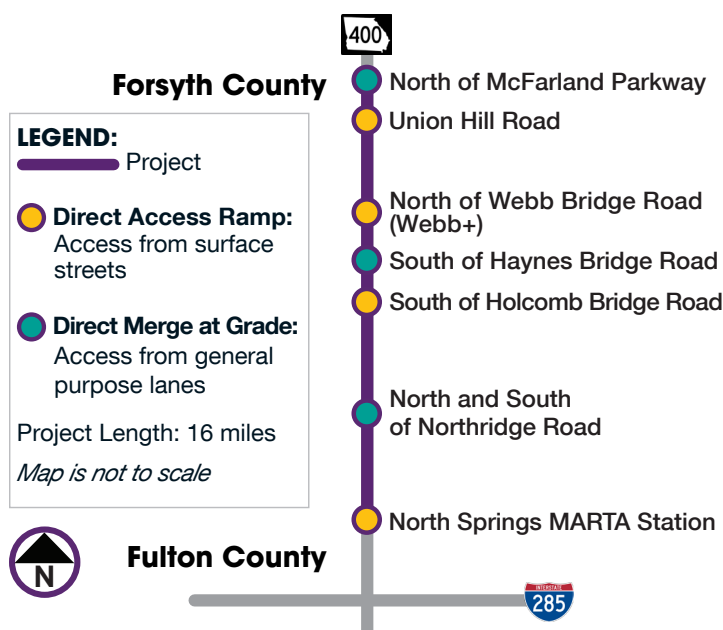
Project Details

What is the SR 400 Express Lanes project?

To improve mobility on State Route (SR) 400, the Georgia Department of Transportation (Georgia DOT) plans to add new, optional express lanes from the North Springs MARTA Station to McFarland Parkway.

- Two buffer-separated express lanes in each direction between the North Springs MARTA Station and McGinnis Ferry Road
- One buffer-separated express lane in each direction from McGinnis Ferry Road to McFarland Parkway

The SR 400 Express Lanes will be part of the larger Georgia Express Lanes system. The SR 400 Express Lanes is one of the 11 initial Major Mobility Investment Program (MMIP) projects.



What is the MMIP?

The Major Mobility Investment Program (MMIP) is a grouping of 11 initial projects expected to yield a significant reduction in congestion along key freight and passenger corridors. The projects will create additional capacity, improve the movement of freight, provide operational improvements and efficiencies, enhance safety, and decrease travel times. More information on the MMIP is located at <http://dot.ga.gov/IS/MMIP>.

Georgia Express Lanes

What are express lanes?

Express lanes are designed to offer drivers a choice to bypass traffic congestion and provide more reliable trip times. Motorists using the express lanes pay to use the lanes and transit riders and state registered vanpools can utilize the express lanes at no additional cost.

Who will be able to use the SR 400 Express Lanes?

All drivers with two axles and six wheels or less will be able to use the express lanes if they register and obtain a Peach Pass. Freight vehicles and trailers are not allowed. Regardless of the number of occupants in the vehicle, motorists who wish to access the SR 400 Express Lanes will be required to pay a fee; however, transit vehicles, registered vanpools, and emergency vehicles are exempt from paying a fee.

How will motorists use the express lanes?

These newly constructed lanes are optional and will be managed by dynamic pricing, with the costs to access the lanes rising as demand increases during peak hours and decreases non-peak hours. The cost to access the lanes will be clearly displayed on electronic overhead signs so drivers will know the trip cost prior to entering the lanes.

Where will motorists be able to access the SR 400 Express Lanes?

Access points from the general purpose lanes to the proposed SR 400 Express Lanes are currently being evaluated.

How does the project help those who don't use the lane?

The SR 400 Express Lanes will provide additional faster and more reliable trips for everyone on the corridor. As cars leave the general purpose lanes and move into the express lanes, speeds in the general purpose lanes will increase and congestion will decrease. In addition, transit riders and register vanpools can use the lanes without paying a toll.

What are the benefits of using the SR 400 Express Lanes?

The SR 400 Express Lanes will offer drivers and transit customers a host of benefits, including:

- More reliable trip times
- Improved traffic flow
- More travel options for motorists and transit customers
- A more free-flowing trip
- Cost-free trips for transit riders and registered vanpools

Will the express lanes improve congestion?

This project is projected to reduce delay by 19,000+ hours each day in the SR 400 corridor by 2030 saving precious minutes off your commute. This project will also provide more reliable trip times and free access for transit and vanpools riders.

Will the SR 400 Express Lanes tie into the new I-285/SR 400 interchange?

As part of a regional express lane network in metro Atlanta, the SR 400 Express Lanes will connect with additional express lanes along the top end of I-285 once they are constructed. Until the I-285 Top End Express Lanes project is completed, the SR 400 Express Lanes will merge into general purpose lanes.

How will toll rates be determined?

To maintain a flow of traffic, toll rates will be set in real time depending on the level of congestion in the lanes. The State Road and Tollway Authority (SRTA), who manages the pricing on the operational express lanes, has a minimum toll of 10 cents a mile on all Georgia Express Lanes. During periods of very low demand, a minimum toll of 50 cents per trip, regardless of trip length, will be applied. The uniform pricing across all Georgia Express Lanes allows for greater customer ease and a consistent customer experiences.

Project Delivery

What is the schedule for the project?

The project is currently in the planning and environmental phase. Construction is scheduled to begin in 2022 and anticipated to open to traffic in 2027.

How is the project being funded?

A combination of state, federal, and local dollars will be used to fund the project, including \$184 million through the Infrastructure for Rebuilding America (INFRA) grant program.

What is Bus Rapid Transit (BRT) and how does it fit into this project?

Bus Rapid Transit (BRT) is a reliable, high-capacity, public transit service that uses modern buses on roadways or dedicated lanes to quickly and efficiently transport passengers to their destinations. BRT combines the reliability, comfort, and amenities of rail transit with the flexibility and comparatively lower cost of bus service. Any future BRT system would be funded and operated by the Metropolitan Atlanta Regional Transit Authority (MARTA).

MARTA has conducted extensive research and outreach to determine the most appropriate and feasible transit alternatives along the corridor. To learn more about their efforts, visit: <https://www.itsmarta.com/ga400-corridor-overview.aspx>.

Environmental

How will the SR 400 Express Lanes environmental impacts be mitigated?

Every effort is made to avoid and/or minimize environmental impacts. If not possible, mitigation will be provided. Mitigation requirements vary depending on the type of environmental resource being impacted. Compensatory mitigation such as the use of mitigation banks, in-lieu fee programs, and permittee-responsible mitigation are provided for impacts to ecological resources. Air quality can be mitigated through the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

When a project will intersect an existing quiet residential community, Georgia DOT will meet with the residents of the affected communities and in conjunction with these residents, develop a mitigation plan for unavoidable impacts to the affected communities. The mitigation plan would ensure that the transportation facility compliments the residential community as much as possible. Noise impacts are determined by completing a Noise Study and any final decisions regarding noise abatement will only be made after Georgia DOT has communicated directly with the affected property owners and ensure that a majority agree on a proposed solution.

Are any historic sites impacted by the project?

The project area will be surveyed by a qualified historian for buildings and structures 50 years old or older. Once identified, the resource would be evaluated for inclusion in the National Register of Historic Places (NRHP).

An eligibility determination will be based upon the architectural integrity and significance of the buildings. The Georgia DOT historians and the State Historic Preservation Officer (SHPO) will coordinate on the final determinations. Although some buildings may not qualify as significant historic resources from the state's perspective, the importance to the local community may be understood. The preferred alignment is a balance of many project constraints, and the design has been developed to minimize impacts to all properties as much as possible.

Stay Connected

How do I stay informed about the project?

Georgia DOT will provide regular updates through the project website, Georgia NaviGator 511, social media, newsletters, media announcements, and community outreach events. By bookmarking the project web page to phones/tablets and computers, travelers can stay updated throughout the project duration. Project representatives are also available to speak to groups. A speaker's request form is available at the project web page. To be added to the project distribution list to receive updates, please email 400ExpressLanes@dot.ga.gov.

www.dot.ga.gov/DS/GEL/SR400

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